

The 35ft GRP cobia boat featured in *Fishing News* last week was built by the firm of J. D. & R. Sallier Ltd. *Talair* will be going to her new owner later this month on the west coast of Scotland.

MACKEREL—once bitten, twice shy

MACKEREL SHOALS appear reluctant to return to areas where there had been intensive fishing. Cornwall's Chief Fishery Officer, Mr. Boudred S. Tonkin, says in his quarterly report, published this week.

Since the winter mackerel fishery began in the mid 1960s, successive seasons have seen the main shoal settling in progressively more western areas.

At first, the main fishing zone was in the Eddystone region, then south of Mevagissey, then Falmouth Bay, and this year, west of The Lizard.

"While this movement could be due to some natural cause, it coincides with an apparent reluctance for shoals to return to areas where they had previously been intensive fishing operations," says Mr. Tonkin.

After sporadic successes

in December, there was a dramatic improvement in January, when a shoal of large mackerel settled in Falmouth Bay, and catches of several hundred tonnes were commonplace.

The mackerel fleet increased to about 250 boats, and the landing at Falmouth for the month was £270,000.

In January, they emeshed this record by bringing in about 1,700 tonnes of fish worth £15,000.

Mr. Tonkin says that so far, more had been experienced problems of disposal reputed to be caused by competition from the large purse seiner operating out of Plymouth.

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Mr. Tonkin says Cornish pelagic trawlers found fishing much lighter in December than November and, with mackerel shoals difficult to

locate, had a poor second half of the season in January and February.

An exception was the team of *Galilean*, *Spaven Mor* and *Rose of Sharon*, which set an all-time Cornish record in December with 1,300 tonnes of fish, realising £11,000.

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If the fleet is to be kept together, it will need temporary financial assistance to bring it through, said Mr. Pym.

With negotiations taking place in Brussels and Minister Fred Ponti away taking part, the timing of the

trip is having a raw deal.

The community's catching capacity is so excessive, warned Mr. Pym, that the temptation to overfish is too strong. Policing the 'pond' would be

ALL CHANGE AT ICELAND

THE ENTIRE British trawler fleet off Iceland, support vessels and naval vessels began a move to new fishing grounds off the north-west coast last Friday.

It was the first time since the present limit dispute began five months ago they have moved away from their earlier grounds.

This latest development was welcomed by owners on Humberside. Last week a spokesman for distant water owners at Grimsby told *Fishing News* they were becoming more and more concerned at returns from the east coast grounds: "Fishing has been terribly slack and the skippers are constantly on the move to fresh zones for fish often steaming hundreds of miles in a few days. Our fuel bills are astronomical."

It seems unlikely they will get down the west coast to the place grounds, but the switch should mean larger catches of cod and coalfish and, hopefully, much better grounds from Icelandic trips which have lately been nothing short of disastrous.

Twenty-five British trawlers were working tha

east coast grounds when the news was broken; by the weekend as they worked their way around the coast their numbers had been reduced to twenty, but vessels were continuing and going all the time as their trips expired.

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Hopes for a truce

DESPITE LONG talks last Friday night with representatives of the Grimsby fishing industry to discuss its future, the town's MP and Environment Secretary Mr. Anthony Crosland could offer little reassurance and the meeting ended amicably, but inconclusively.

The two major problems remain Iceland and the EEC Common Fisheries Policy. Mr. Crosland said he still hoped for a settlement on the Icelandic question as her economy was under severe pressure.

Frying back at Skye?

MR JAMES DEVLIN, Mill Cottages, Portree, who was evicted from his 10-year-old pitch in Portree Square where he sold fish suppers, hopes to be back in business in time for this year's tourist trade.

He has applied for planning permission for a Portakabin fish and chip shop.

On New Year's Eve an 18-month reprieve on a Highland Regional Council planning renewal order came to an end. Mr. Devlin put up the shutters of his mobile chip van. Since then there have been no fish suppers on sale in Skye.

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TRAPPED UNDER STEAMER'S HULL

... five escape from small inshore boat

FIVE GRIMSBY fishermen were plucked from the River Humber last week in a daring rescue operation when their tiny inshore motor fishing vessel *Linda Marie* sank after a collision with the foreign tug *Turke* and the Hull steamer *Kingston Jacinth* she was towing to a Thames shipbreaking yard.

Back on dry land before a precautionary trip to hospital, part-owner Robert Jones, visibly shaken, explained to *Fishing News* what took place:

"It all happened so quickly. We were anchored and saw the tug and trawler approaching expecting them to pass in the river. Suddenly they were on top of us; we couldn't do a thing, nothing to avoid them. One minute we were fishing the next moment we were in the river. The tug got us all out in about five or six minutes, but it was long enough."

Coxswain Mr. Brian Bevan of the Humber lifeboat crew of Bradford said the men were very lucky to have been immediately.

One man was knocked into the sea by the first impact and the others were forced to

jump in with lifebelts. At once, *Turke* went in their aid and alerted emergency services, but she managed to pick up all five men within minutes and later transferred them to the Humber lifeboat which landed them at Grimsby.

Back on dry land before a



Above: part-owner of *Linda Marie*, Mr. Robert Jones. Right: Humber lifeboat crew.

picked up so promptly. "It was smart work by the tug," he told *Fishing News*. "By the time we arrived after the collision, the men were already on the deck of the tug. Two of them were badly shaken up, shocked and shivering with cold, but they were all in good spirits. There was no sign of their vessel, just bits and pieces floating on the water. Luckily conditions were pretty good at the time and the sea was calm."

The men were all allowed

home after a few hours in hospital at Grimsby. *Linda Marie* came in Grimsby from Boston in 1973 where she used to be registered as *Mizpah* (BN-1). She had a narrow squeak in February when her engine broke down in the Humber and she lay at anchor in dense fog before a pilot cutter towed her back to port.

The men were all allowed

home after a few hours in

hospital at Grimsby. *Linda*

TRAINING SKIPPER RETIRES

JOHN FULLERTON known to many fishermen in the Highlands and Islands is to retire at the end of this month from his position as training skipper with Highlands and Islands Developments Board.

Mr. Fullerton has been involved in fishing off the Shetlands and owned a total of nine fishing boats.

He has been responsible for introducing many new techniques in the fishing industry, training them to a standard where the HIBD is prepared to back them. Retirement is part of a general cut back in training by HIBD. With fishing conditions new to him, he has taken part, have to make their own arrangements.

Now, however, the Department of Trade has given its approval for the City of Westminster Chamber of

Commerce to sponsor the first joint venture group of British companies. This is open for participation to any British company whose products or services displayed on its stand are wholly or mainly of UK manufacture or origin.

Companies taking part will be offered a standard display unit of 135 sq. ft. of space for which the initial fee will be

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Chamber is arranging in conjunction with American Export International. This group tour will be available for anyone interested in visiting Fish Expo and in attending the four days of the exhibition.

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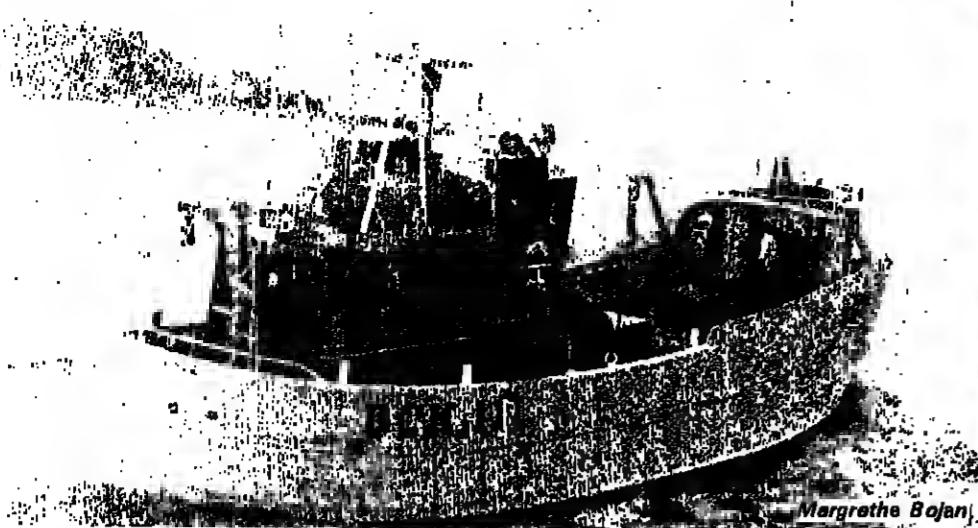
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GRIMSBY skipper Jens Bojen has taken delivery of the new wooden-hulled pair trawler *Margrethe Bojen* from Jones Buckle Shipyard Ltd.

She is the second vessel to be built by the Buckle yard for Skipper Bojen in recent years, the first being *Frances Bojen* completed about three years ago.

Frances Bojen is now being commanded by Skipper John Richardson and is working in partnership with *Margrethe Bojen*. The pair landed a bumper £20,408 trip late last month.

Frances Bojen had been designed by Naval Architects H.L. Watson and Co. Following talks with the skipper, who was so pleased with the vessel's performance, it was decided to have *Margrethe Bojen* built to almost identical lines.

The design incorporates fairly full lines which have produced a much larger carrying capacity.

In addition, Skipper Bojen has been very satisfied with the good stability features and general seaworthiness of *Frances Bojen*.

Skipper Bojen owns 50 per cent of *Margrethe Bojen*, while the other half is divided between his brother Jorgen and John Richardson (not to be confused with Skipper John Richardson).

With an overall length of 68 ft., she had a beam of 20 ft., and a depth, from the deck to underside of keel, of 12 ft. 3 in. Her tonnage under Scottish Port IV measurement is just short of 50.

She has a cruiser stern end is of larch on oak construction with steel bulkheads, deck beams, engine and tank seats.

VESSELS REVIEW

The whaleback and foremast are of aluminium, while the deckhouse and all other masts and spars are of steel.

Her Ksliu TA8 engine gives 280hp at 1,200 rpm and drives a Hundebedt adjustable pitch type VP 9 AIS propeller through a Kelvin 3:1 reduction gear box.

The pitch of the propeller can be altered by adjusting bolts on the shaft in five minutes. The propeller can be kept at the most suitable pitch for steaming to and from the grounds and can be changed to another pitch for fishing.

Skipper Bojen chose this type of propeller as its equipment takes up less space in the engine room than that of

Margrethe Bojen's Norwinch trawl winch is mounted forward of the whalehouse.

the fully variable pitch propellers.

A power take-off shaft is driven from the fore-end of the main engine through a Fennar flexible coupling.

Belt-driven from the shaft are two 24 V Transmotor alternators and a Gilbert Gilkes and Gordon Gilme 250/700 bilge and general service pump.

The Norwinch hydraulic pump for the trawl winch is driven from the forward end of the shaft through a Broadhead clutch.

Wilmar Engineering of Aberdeen supplied the Lister SRW2MA two cylinder, air-cooled, 13hp auxiliary engines which drives a Transmotor 24V alternator and a Dagen 2in. h.lga. plus general service pump.

Other engine room equipment includes Dagenite 17 plate 260 amp hr. batteries and three 24V ventilation fans.

A total of 2,800 gallons of fuel oil is carried in four tanks

in the engine room which gives the boat a sea time of three weeks, while a 250 gallon fresh water tank is carried in the forepeak.

Fuel transfer pumps, which can pump at a rate of 17 gallons a minute, are fitted.

This allows the fuel to be transferred from the tanks at one side of the engine room to the other, so the boat can be kept on an even keel when tacking in the fishing gear.

The deck is laid out so her gear can be worked from either port or starboard.

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A novel arrangement allows the bont to tow the warps from a more central

TWO wooden boats for Comish owners, *Trwyn Castle* (above) and *Huntrass* (below), have been built by the C. Tome and Son yard at Polruen, near Fowey.

Huntrass is for Mavaglaeay owner, M. A. Barron, while *Trwyn Castle* has gone to Thomas and Rogars of Newlyn. Both replace craft previously built by the Tome yard.

Both dimensions of both boats are: overall length, 28 ft. 6 in.; beam, 10ft. 10 in.; and draft, 3 ft. 3 in. They are both WFA approved, being planked in iroko on oak, out frames and stem timbers.

Huntrass is fitted with a 44 hp HRW3 Lister diesel, with a 36hp Volvo Penta as a wing engine. The wheelhouse is enclosed in iroko and she is also fitted with hatched floorboards, with hat and fishroom under the flooring. Movable steering and an Atlas echo sounder are fitted.

Trwyn Castle is fitted with laid watertight deck in iroko and a Lister 44 hp HRW3 diesel. Also installed are an Atlas echo sounder, Sailor radio, Hydema power block and Morse steering. A 31 ft. 6 in. MPV is under construction for Mr. C. S. Hosking of Newlyn.

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Flying start Scots-built pair trawler

Margrethe Bojen at her home port of Grimsby. Below: a stool gilder.

in the after end of the deckhouse carries the towing block. In

the engine room which gives the boat a sea time of three weeks, while a 250 gallon fresh water tank is carried in the forepeak.

Fuel transfer pumps, which can pump at a rate of 17 gallons a minute, are fitted.

This allows the fuel to be transferred from the tanks at one side of the engine room to the other, so the boat can be kept on an even keel when tacking in the fishing gear.

The deck is laid out so her gear can be worked from either port or starboard.

Gear handling machinery includes Norwinch TC8 nine-ton, low pressure, hydraulic trawl winch and Loesac Hydraulica net haulers.

The trawl winch, which has capacity on each drum for 600 fathoms of 2in. wire, lies athwartships, forward of the deckhouse. It has a twin speed facility and its drums have dog clutches.

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St. Andrews warp tension motors are fitted and shovels under which the load collars are located, lies adjacent to the forward starboard gulls.

A novel arrangement allows the bont to tow the warps from a more central

position. Two towing rings set into the deck are fitted. These, chains will be led through hawseholes in the bulwarks and will be stowed to the warps.

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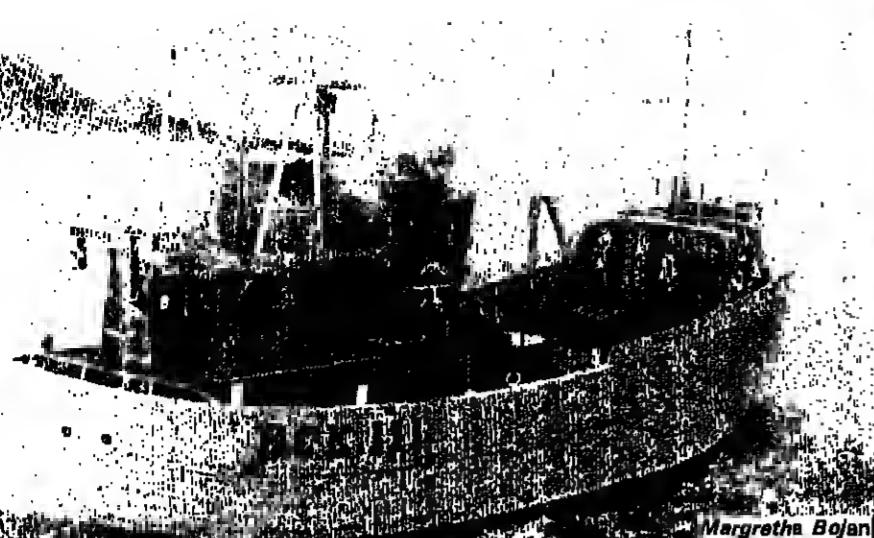
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GRIMSBY skipper Jens Bojen has taken delivery of the new wooden-hulled pair trawler *Margrethe Bojen* from Jones Buckie Shipyard Ltd.

She is the second vessel to be built by the Buckie yard for Skipper Bojen in recent years, the first being *Frances Bojen* completed about three years ago.

Frances Bojen is now being commanded by Skipper John Richardson and is working in partnership with *Margrethe Bojen*. The pair landed a bumper £20,108 trip late last month.

Margrethe Bojen had been designed by Naval Architects G.I. Watson and Co. Following talks with the skipper, who was so pleased with the vessel's performance, it was decided to have *Margrethe Bojen* built to almost identical lines.

The design incorporates fairly full lines which has produced a much larger carrying capacity.

In addition, Skipper Bojen has been very satisfied with the good stability features and general seaworthiness of *Margrethe Bojen*.

Skipper Bojen owns 60 per cent of *Margrethe Bojen*, while the other half is divided between his brother Jorgen and John Richardson (not to be confused with Skipper John Richardson).

With an overall length of 68ft, she had a beam of 20ft, and a depth from the deck to underside of keel, of 12ft 3in. Her tonnage under Scottish Part IV measurement is just short of 50.

She has a cruiser stern and is of larch on oak construction with steel bulkheads, deck beams, engine and tank seats.

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VESSELS REVIEW

the fully variable pitch propellers.

A power take-off shaft is driven from the fore-end of the main engine through a Fenner flexible coupling.

Belt-driven from the shaft are two 24 V Transmotor alternators and a Gilbert Gilkes and Gordon Gilme 250/700 bilge and general service pump.

The Norwinch hydraulic pump for the trawl winch is driven from the forward end of the shaft through a Broadbelt clutch.

Wilmar Engineering of Aberdeen supplied the Lister SRW2MA two cylinder, air-cooled, 13hp auxiliary engines which drives a Transmotor 24 V alternator and a Dssemi 2in. bilge, plus general service pump.

The pitch of the propeller can be altered by adjusting bolts on the shaft in five minutes. The propeller can be kept at the most suitable pitch for steaming to and from the grounds and can be changed to another pitch for fishing.

Skipper Bojen chose this type of propeller as it equipment takes up less space in the engineroom than that of the trawl winch and Losasie Hydraulics net haulers.

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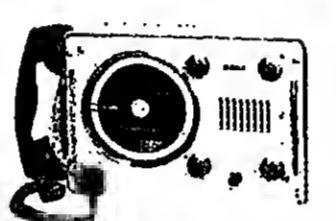
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S.P. Radio's new "Sailor" RT144 VHF radio telephone is fitted aboard the Grimsby-based pair trawler *Margrethe Bojen*.

position. Two towing engines set into the deck aft, from these, chains will be led out through hawseholes in the bulwarks and will be attached to the warp.

This will only be used when the boat is pair trawling using her own net. When she is helping to tow the partner net, her warps will lead straight out from the after towing block in the usual manner.

Below deck the boat is of traditional layout with the cabin aft, but she has two fishrooms.

The forward fishroom has capacity for 120 kits of fish and the after one for 50 kits. Both have steel hatches with aluminium covers and are fitted with steel stanchions and wooden boards.

Wheelhouse equipment includes: Simrad SL Sonar with CM Sonarscope, two Kelvin Hughes MS 44 echo sounder, one of which operates at a frequency of about 30 kHz and the other at 48.

An Amplex 9000 hauling system and "Sailor" RT122/R106 main radio telephone, are fitted plus RT144 VHF radio telephone, RT144 watchkeeper receiver and R108 receiver.

The "sailor" RT144 VHF set, recently introduced by the makers S. P. Radio of Denmark, is a reliable and low cost unit with a simple new programming system for 55 international channels. Further channels can be selected by a screwdriver adjustment.

The set can be tuned to all private and meteorological channels. In the marine band and has a power output of 25 W. Being fully transistorised, its power consumption is low.

Navigation aids include

Decca Mk. 21 Navigator and type 350 autopilot, Atlas 4300 radar, Bar Amphitrite, Fiamm horn and Teflon H100 ESG hydraulic steering gear.

Equipment in the gallery of the wheelhouse includes a small Radford oven and a Vaillant water heater.

Emergency batteries are carried on top of the wheelhouse and she is also fitted with hatched floorboards, with watertight and fish rooms under the floorboards. Morse steering and an Atlas echo sounder are fitted.

Margrethe Bojen is fitted with a 44 hp HRW3 Lister diesel, with a 35hp Volvo Penta as a wing engine. The wheelhouse is enclosed in teak and she is also fitted with hatched floorboards, with watertight and fish rooms under the floorboards. Morse steering and an Atlas echo sounder are fitted.

The whaleback is bulkhead as its stiffener, which not only serves stability features, but prevents anything being stolen below the whaleback or forepeak.

A domestic deep freeze

fridge are also carried on the whaleback.

Margrethe Bojen at her home port of Grimsby. Below: a steel girder across the after end of the deckhouse carries the towing block, in the more usual gallows frame. Bottom: part of her wheelhouse.

Carlo, based on the Versatility 30 ft. hull, was fitted out by Cardiff Boatbuilders. Smallwood's 3-ton hydraulic winch and Hydrolift hauler are installed.

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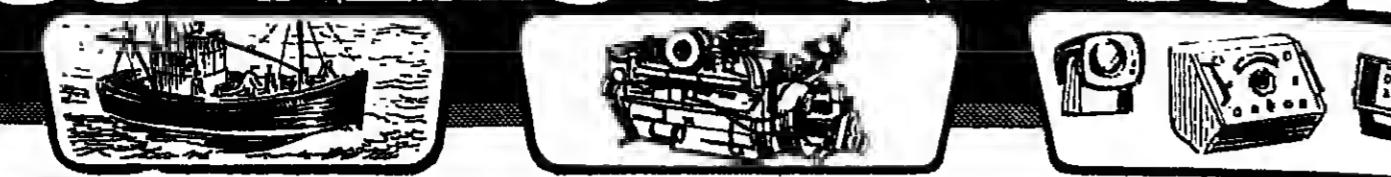
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£5,428: *Ross Revenge*, BUT (Sk. J. Meadows), 3,042 kits, NC, 22 days.
£38,136: *Boston Boeing*, Boston (Sk. C. Newton), 2,677 kits, NC, 24 days.
£29,801: *Belgium*, Boston (Sk. J. Stevens), 1,500 kits, 1, 22 days.
£27,758: *Ross Ramillies*, BUT (Sk. E. Hall), 1,476 kits, 1, 24 days.
£26,394: *Gillingham*, Consolidated (Sk. J. Loades), 1,553 kits, NC, 21 days.
£25,833: *Volesus*, Boston (Sk. T. Smith), 1,422 kits, 1, 24 days.

Middle water

£17,321: *Ross Civet*, BUT (Sk. A. Redpath), 1,000 kits, 15 days.
£14,053: *Ross Genet*, BUT (Sk. W. Stokes), 697 kits, 17 days.
£10,808: *Osako*, Taylor (Sk. P. Newby), 463 kits, 15 days.
£10,401: *Ross Cheetah*, BUT (Sk. T. Roes), 612 kits, 16 days.
£10,205: *Nanai*, Taylor (Sk. G. Loades), 492 kits, 16 days.

North Sea

£7,392: *Tom Grant*, Lindsey (Sk. A. Wraith), 302 kits, 14 days.
£7,261: *Loveden*, Lindsey (Sk. G. Ireland), 265 kits, 14 days.
£7,219: *Lofoten*, Lindsey (Sk. J. Thureton), 264 kits, 14 days.

Seiners

£5,538: *Karen*, Richardson (Sk. E. Sveinsson), 248 kits, NS, 19 days.
£5,311: *Elle Grethe*, Richardson (Sk. R. McQueen), 278 kits, NS, 18 days.
£5,204: *Surnmaa*, Sleight (Sk. M. Vieholme), 233 kits, NS, 18 days.
£4,545: *Edlei*, Sleight (Sk. L. Gravesen), 167 kits, NS, 13 days.
£4,131: *Sanrene*, Sleight (Sk. W. Sanderson), 152 kits, NS, 22 days.
£4,092: *Lau-Ann*, Richardson (Sk. L. Nejrup), 161 kits, NS, 15 days.

Pair Tsema

£650: *Ling Bank* (Sk. D. Rose), 28 kits, and nil: *Solveig Borum* (Sk. D. Sherriff), no fish, both Sleight, NS, 3 days (broken trip).

HULL

£49,960: *Arctic Corsair*, Boyd (Sk. C. Pitts), 3,142 kits, NC, 24 days.
£44,485: *St. Dominic*, Hemling (Sk. J. Humphreys), 2,402 kits, NC, 19 days.
£31,624: *Ross Sirius*, BUT (Sk. R. Joplin), 1,984 kits, NC, 20 days.
£12,562: *Ross Trafalgar*, BUT (Sk. D. Spivey), 1,946 kits, NC, 20 days.
£30,528: *Lunedda*, Marr (Sk. W. Reeder), 1,622 kits, G, 23 days.
£25,929: *Arctic Vandal*, Boyd (Sk. D. Hobson), 1,417 kits, WS, 21 days.
£20,276: *Benella*, Marr (Sk. R. Beamish), 937 kits, 1, 20 days.
£19,106: *Norina*, Marr (Sk. F. Wilson), 1,064 kits, 1, 22 days.

FLEETWOOD, Greenland

£28,594: *Ivana*, Marr (Sk. A. G. Wignell), 1,706 kits, 23 days.
£28,200: *Fyldea*, Marr (Sk. V. H. Buschini), 1,546 kits, 22 days.

Iceland

£15,546: *Boston Lightning*, Boston (Sk. W. Harrison), 907 kits, 20 days.
£15,205: *Boston Sterling*, Boston (Sk. W. Bridgee), 846 kits, 21 days.
£11,607: *Wyre Vanguard*, Wyre (Sk. B. Hargreaves), 652 kits, 20 days.
£10,405: *Kennedy*, Hewett (Sk. G. Strachan), 635 kits, 21 days.

Home water

£6,158: *London Town*, Hawatt (Sk. J. Kelly), 290 kits, £5,911: *Andrew Wilson*, Hazzal (Sk. F. Thompson), 227 kits.
£3,978: *Wyre Revenge*, Wyre (Sk. B. Andrews), 229 kits.
£3,095: *Boston Sea Hawk*, Bloomfield, 153 kits, 13 days.

Near water

£4,470: *Rosamonda*, Ward, 150 kits, 15 days.
£3,825: *Resilience*, Ward, 175 kits, 15 days.
£3,560: *Charmouth*, Hewett, 142 kits, 10 days.
£2,880: *Girl Doris*, Hewett, 64 kits, 10 days.
£1,468: *Ann*, Hewett, 67 kits, 11 days.
£739: *Katherine Jean*, Dolby, 30 kits, 11 days.

ABERDEEN

£13,200: *Burwood*, Wood (Sk. A. Nelson) 784 kits, F, 15 days.
£13,138: *Ben Wyvis*, Irvin (Sk. A. Campbell) 604 kits, F, 13 days.
£12,358: *Ben Heilem*, Irvin (Sk. C. Grimmer), 644 kits, F, 16 days.
£11,771: *Scottish King*, North Star (Sk. R. Leaper), 572 kits, S, 12 days.
£11,198: *Annwood*, Wood (Sk. A. Welker), 536 kits, S, 11 days.

LOWESTOFT

£8,361: *St. Patrick*, East Coast (Sk. T. Martin), 396 kits, NS, 12 days.
£8,074: *Bentley Queen*, Telisman (Sk. J. Turrell), 373 kits, NS, 12 days.
£7,511: *Suffolk Chieftain*, Hobson (Sk. E. Brightly), 348 kits, NS, 12 days.
£7,433: *St. Thomas*, East Coast (Sk. J. Ketteringham), 343 kits, NS, 11 days.
£7,105: *St. Rose*, East Coast (Sk. D. Harmer), 330 kits, NS, 12 days.
£7,018: *Underley Queen*, Talisman (Sk. M. Reeder), 312 kits, NS, 12 days.

GRANTON

£9,605: *Arctic Hunter*, Liston (Sk. A. Wood), 771 cwt., NS, 15 days.
£5,311: *Elle Grethe*, Richardson (Sk. R. McQueen), 278 kits, NS, 18 days.
£5,204: *Surnmaa*, Sleight (Sk. M. Vieholme), 233 kits, NS, 18 days.
£4,545: *Edlei*, Sleight (Sk. L. Gravesen), 167 kits, NS, 13 days.
£4,131: *Sanrene*, Sleight (Sk. W. Sanderson), 152 kits, NS, 22 days.
£4,092: *Lau-Ann*, Richardson (Sk. L. Nejrup), 161 kits, NS, 15 days.

NORTH SHIELDS

£12,864: *Ben Edra*, Irvin (Sk. R. J. Palmer), 44,146 kilos, NS, 14 days.
£5,732: *Ben Glas*, Irvin (Sk. W. Sheeder), 15,947 kilos, NS, 8 days.
£1,618: *Lupina*, Associated (Sk. R. McBain), 4,950 kilos, NS, 4 days.

MILFORD HAVEN, Irish Sea

£4,245: *Rosevear*, Norrard (Sk. A. Simpson), 147 kits, 13 days.
£3,746: *Norrard Star*, Norrard (Sk. J. Mansan), 138 kits, 13 days.
£3,592: *Picton Sealion*, Norrard (Sk. T. Salter), 130 kits, 12 days.
£2,787: *Brenda Wilson*, Jones (Sk. C. Wott), 96 kits, 13 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: *Boston Camanche*, *Boston Phantom*, *Blackburn Rovers*, *Crystal Palace*, *Huddersfield Town*, *Prins Charles*, *Real Madrid*, *Ross Khorfotum*; from Norway Coast: *Arctic Cougar*, *C.S. Forester*, *Notts Forest*, *Northern Reward*, *Vivianor*; from Faroe and Westerly: *Lucerne*, *Noonoo*, *Oknø*, *Osako*, *Ross Civet*, *Ross Ponther*.

HULL

Expected during the week from Iceland and Norway Coast: *Arctic Cougar*, *C.S. Forester*, *Kingston Pearl*, *Loch Eriboll*, *Purlo*, *Ross Orion*, *Ross Resolution*, *St. Gerontius*, *St. Giles*.

PORT MARKETS

MONDAY, APRIL 5th

GRIMSBY

A fairly good supply of 5,600 kilos from 16 ships just a good demand. *Priecas*, shelf cod, £17.50/£28.40; shelf codling, £21.20/£24.90; shelf haddock, £17.60/£27.20; sole, £10/£14.50; *bergyls*, £7/£13.80. No distant water plaice, halibut, sole, haddock or codlings.

FLEETWOOD Price: £1.50 per stone.

PORT MARKETS Price: £1.50 per stone.

MONDAY, APRIL 5th Price: £1.50 per stone.

HULL Price: £1.50 per stone.

GRIMSBY Price: £1.50 per stone.

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